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CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLYCOUNTRY Soviet Zone of Germany

REPORT NO.

25X1

TOPIC KOETERN Airfield25X1
EVALUATION

PLACE OBTAINED

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25X1
DATE OF CONTENT25X1
DATE OBTAINEDDATE PREPARED 11 January 1950

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

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1. [redacted] the air force units stationed 25X1

at the KOETERN (N 52/D 95) airfield had about 400 supply personnel, about 150 kommandatura and administration personnel and about 400 flying and ground personnel on 29 October 1949. The supply units equipped with motor vehicles [redacted]

[redacted] had allegedly come from GROESSENHAIN (N 52/A 01) in late August 1949. The kommandatura, motor vehicles [redacted]

[redacted] was subordinate to a Soviet pilot regiment stationed in WITTENBERG (N 52/T 37). Capt. CHIKOV was the administration officer of the kommandatura. The flying units consisted of a unit equipped with single-engine low-wing monoplanes, a unit equipped with twin-engine semi-high-wing monoplanes, a weather station equipped with four to six biplanes and a training unit equipped with 15 to 20 biplanes. A total of 80 aircraft at most were allegedly stationed at the field.

2. The same local resident also stated that on 29 October 1949, for about three weeks, the Soviets have not given their [redacted] but the name of their administration officer [redacted]

[redacted] Meanwhile, the administration officers were responsible for the communication between the Soviet troops and the German civilian agencies and used a list in which the Soviet units were characterized. The German agencies learned [redacted] of that list.

3. There was no flying between 29 October and 4 November 1949 because of bad weather except on 2 November when local flights were made.

4. Alert take-offs were repeatedly practiced in rainy weather between 5 November and 11 November 1949. The ground personnel hurriedly removed the tarpaulins from the aircraft which were taxed to the take-off point in echelons of 8 to 10 planes.

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No Change in Class.

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2

25X1

Judging by the speedy take-off run it was considered impossible that the engines had been run warm. Some aircraft took off from the hangars. After a take-off run of about 1,000 feet the engine ran idle and the planes taxied back into the hangars. All aircraft were usually parked in the hangars at night. They were towed out of the hangars in the morning and the engines were run up whether the planes were to take off or not. Two biplanes were repeatedly observed taking off in the late evening and landed about midnight when the field searchlights were in operation.

5. Another 30 bombs of about 150 kg each were piled at the ammunition dump on the southern edge of the field. The dump was brightly illuminated at night.

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Comment:

a. The data in para 1 on the occupation of the field by Soviet units cannot be rated for lack of comparable information. It is, however, generally considered credible since the arrival of units from GROSSEHAIN (ground attack units) and the appearance of motor vehicle [redacted] have been confirmed [redacted] in air reconnaissance regiment and a ground attack regiment are assumed to be stationed in KOENIGEN. The presence of meteorological aircraft is considered credible since they were reported [redacted] in August 1949. It is assumed that the meteorological aircraft are assigned to the air reconnaissance regiment.

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- b. Capt CHIKOV is not known.

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d. The observed alert take-off practices show that the fighters can apparently take off without warming their engines (method of cold take-off).

- e. [redacted] confirm the presence of ground attack units in GROSSE HAIN.

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